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FRIDAY, JUNE 7, 1912.

## KEEP THE HOUSE COOL

The housekeeping expert at the Agricultural college has handed out some advice as to how women can keep their houses cool in Kansas this summer. If the system works, the women will all rise up and elect her governor or president, when equal suffrage carries. Here is the system, she says, to follow: Don't leave a heavy thick-napped rug on your living room or dining room floor, for they are decidedly out of place and look hot. Everyone recognizes the true value of temperment, and much depends on how cool your home looks. So take up the heavy rugs and carpets, and either leave the bare polished floor or put down some sort of inexpensive covering. Rag rugs that are woven in many pretty designs are very practicable and much used. Old-fashioned braided rugs are also in vogue, while jute or grass rugs, besides being pretty, are easily kept clean.

You probably do not care to go to the expense of buying very expensive curtains, but take down the heavy ones you used during the winter and then, after you have packed them away where you can't get at them, you will simply have to get some new ones. No living room seems perfectly "homey" without some sort of curtains, but draperies may be made of muslin, scrim or even cheesecloth. A plain hem, shirred at the top and hung on brass rods is a simple and effective method of arranging the curtain. Should you prefer it less plain, a simple stencil design adds a distinctive touch.

Take every unnecessary piece of furniture out of the rooms so they won't appear hot and stuffy. The portieres between the parlor and dining room should go. Should you have other rooms in which there are doors that might be removed, remove them; for everything that you can do to create the feeling of largeness should be done.

Now that everything is arranged and in order, there is something else for you to remember. Where the fly is, there heat will be also. They make you seem hot, so do away with this troublesome creature.

Make it a point to keep the house closed as much as possible during the heat of the day. Then, when it's cooler in the evening, open all the windows and doors. Always remember, too, that a cool house is a clean one.

## GRADUATION DAY AT ANNAPOLIS

Annapolis, Md., June 7.—This was graduation day at the naval academy, and 162 embryo admirals, constituting the largest class in the history of the institution, went forth into the world to serve their country on the seas. The academy grounds were crowded, and all available space in the chapel, for visitors was filled.

# DOES BIBLE RULE ON SINKING SHIP?

SHOULD HUSBAND AND WIFE BE SEPARATED? CLERGY'S OPINIONS DIFFER

New York, June 7.—The following question was recently submitted by The World to a number of Protestant Episcopal and Roman Catholic clergymen in this city:

"Do you believe that the Bible injunction, 'Whom the Lord hath joined together let no man put asunder,' applies, or should apply, in shipwrecks, to prevent the separation of man and wife when it comes to filling lifeboats?"

"Is it, as recently publicly urged by a Titanic survivor, an error against both human and divine law to part husband and wife under such circumstances?"

Of the many replies received from Catholic ministers Father Dooley's expresses the general Catholic view.

## Another Sort of Separation

By the Rev. John H. Dooley of Corpus Christi Church.—When our Saviour used the words in question He desired to impart to men, once and forever, the strict obligation of avoiding those things that would in the moral law lead to a plurality of wives or husbands and therefore all legislation by men that would rob the marriage sacrament of its sacredness and the home of its permanency. In a word, He alone would determine the time, the manner, etc., when they would part their temporal unity. By the very use of the words, "Whom the Lord hath joined" we perceive this meaning as directly opposed to the decrees of men and women using the methods of divorce courts or other similar human mediums. As God He surely had foreseen that the separations of husbands and wives that have been caused by wars, by long and dangerous journeys for some particular or general good, as well as all pursuits and adventures hazarding human life, yet demanded by our civilization, betterment, etc., would be necessary. We are very certain that the Bible injunction has not the slightest reference to any of these conditions and that there has never been any question in the minds of men interpreting His words to imply this peculiar prohibition. Consequently, we do not hesitate to say that the words quoted do not apply under these conditions. Neither are they to be considered applicable in the case of the Titanic, since there was no intent to separate married people in the sense of a divorce, but rather a most laudable effort to conserve and preserve the life of human beings as long as possible in a most trying crisis of very imminent danger and exactly according to rules of conduct, accepted and practiced by all nations. The beings themselves, as in the case of Mr. and Mrs. Straus, were free to judge whether they wished to be parted or not, and apparently, were not forced, except in so much as was necessary to give the women the first opportunity to guard their lives. Had the law of the sea decreed that the sexes were to be saved without regard to their difference, public opinion and a most powerful moral sentiment would undoubtedly be aroused to favor the very law that now prevails. Yet none of these cases would reflect the meaning of the sentence quoted from the Scriptures.

## Episcopalian View of It

There was also a practical unanimity of opinion on the question among Episcopal rectors, as witness the following answer:

The Rev. W. T. Crocker, Church of the Epiphany.—It is asked whether the Bible injunction "Whom the Lord hath joined together let no man put asunder" applies especially to shipwrecks. Personally I believe that the injunction applies here just as much as everywhere else. The rule should be that they should not be separated unless either party desires it. It seems to me an error against both human and divine law to part husband and wife.

The Rev. M. W. Britton, St. Clement's church.—Christ's doctrine concerning marriage makes it unlawful to divide asunder what God hath joined together; "they twain shall be one flesh." So when it comes to lifeboats man and wife ought not be separated. If a man sacrifices his life under such circumstances that is another matter. I regard enforced separation as a grave error against both human and divine law.

The Rev. Henry C. Dyer, Church of the Redeemer.—"Whom the Lord hath joined together, let no man put asunder," is the Lord's ban upon the divorce court and ought not to be used

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in defense of cowardice, for I believe most women would rather be the widow of a hero than the wife of a coward.

The Rev. H. E. Clute, Holy Nativity church.—It is given man once to die. Why not nobly, then? Not "survival of the fittest" but care for the weak is the burden of Christianity and all the best religions of modern times. The Titanic was the most decent wreck in history. The world is better for the way those men died.

The Rev. A. V. Wittmeyer, Du St. Esprit church.—I see no such application of the text to a shipwreck. The Scripture injunction evidently applies to only such a separation of husband and wife as is contemplated in divorce. But while that is so, it is also my opinion that it is a most cruel thing to separate a man and his wife in the case of a shipwreck, and that as long as that is the unwritten law on sea the only thing to be done, except in cases of dependent children, etc., is to do what the late Mr. and Mrs. Straus did—that is, die together.

The Rev. John Chamberlain, St. Ann's church for Deaf Mutes—I do not think that the injunction, "Whom God hath joined together let no man put asunder," applies in the case cited. There was the case simply of risking one's life in order to save another's life, and the closeness of social ties is not a factor of the problem.

The Rev. Andrew Fleming, Church of the Nativity, Brooklyn.—There seems to be but one answer to the question, and that is in the negative. The Bible injunction was given against separation by divorce for trivial causes, with the possibility of the divorces remarrying. I do not see how it can be stretched to apply in contravention of the unwritten law of the sea in shipwrecks. Separation under such circumstances is rather in harmony with the Biblical test of supreme love, "That a man lay down his life for his friends." Biology, sociology, chivalry and sentiment all point the same way. It might be shown, if a newspaper were the place for it, that with some it was a question of two lives against one—in short, of the future against the past. The intelligent reader can fill in the outlines.

## Depends Upon Circumstances

The Rev. James Clarence Jones, St.

Mary's church, Brooklyn.—Matthew xix, 6, and Mark x, 9, do not refer to the separation of husband and wife by death, and therefore do not apply to the situation presented by the Titanic disaster. There are circumstances under which it would be a very noble, a very magnificent thing, for a wife to be rescued only with her husband, or to perish with him. The action of Mrs. Straus was deliberate, calm, judicial and glorious. All the obligations and responsibilities of life had been fully met. There was no one who would be wronged. But there are circumstances conceivable under which such an act would be wrong and even selfish. If a married couple had young children dependent on them it would be an ignoble and unnatural thing for a mother to so far forget her maternal obligations as to choose to die with her husband, if she could survive him and care for his children. A ship's officer who should help a woman to escape under such circumstances would not be putting asunder those whom God had joined together, but would rather be joining with them to help them in accomplishing what both would desire.

## JOKER IN SANTA FE'S NEW WOOL TARIFF

THE PRODUCER OF NEW MEXICO, AS USUAL, GETS IT IN THE NECK

With the cleverness usually displayed by railroads, the Santa Fe's new tariff schedule, No. 5854 G., gotten up presumably for the benefit of the wool industry of the country, has a little joker attached to it that leaves the wool producer of the state in an even worse condition than when the schedule went into effect, June 5. This fact has been discovered by the shippers and will no doubt result in the matter being taken up by the various commercial organizations of the state with the interstate commerce commission.

While the new tariff makes a reduction in the rate, they have so fixed the minimum that it is practically prohibitive in the entire state. The

minimum is 24,000 on grease wool in 36 foot cars and 19,000 pounds of scoured wool in 36 foot cars. New Mexico wool will not average over 250 pounds to the bag and it is a tight squeeze to get 80 bags into a 36 foot car. This, it will be seen, compels the shipper to pay freight on 4,000 pounds per car which the car does not contain. The same thing is true with the scoured wool, as it is impossible to get over 8,000 pounds in a 36 foot car. This loss must ultimately be stood by the producer, and unless the minimum can be changed it will result in a tremendous loss to the wool growers of the state. It is certain, however, that a vigorous effort will be made to have the minimum reduced at the earliest possible moment. Unless this is done, it will result in the closing of many scouring plants throughout the state.

## NEW YORK STOCK EXCHANGE

The last sales for the day were:

Amalgamated Copper	80 3/4
American Beet Sugar	120 1/4
Atchafalpa	107 1/4
Great Northern	134
New York Central	119 1/4
Northern Pacific	120
Reading	171 1/4
Southern Pacific	110 1/4
Union Pacific	170 1/4
United States Steel	70 1/4
United States Steel, pfd.	111 1/4

## UNITED STATES WILL SEND TROOPS

(Continued From Page One)

burning it. They were held back by private armed guards, but the firing continued until cavalry summoned by telephone from Camp Columbia appeared and the insurgents fled.

Juan Ducass, who was a leading negro general in the war of the revolution, was arrested in Havana today, charged with conspiring to support the present negro insurrection. P. Galvez, leader of the negro party in Pinar del Rio, also was arrested.

The torrential rains began three days ago and continue general throughout the island, interrupting telegraph communication with the province of Oriente, the scene of the most serious trouble. The lowlands of Pinar del Rio are submerged and much damage has been done. The peasants are seeking refuge in the towns. Railroad communication is interrupted.

Early today 80 negroes attacked and burned a village on the Guanamao western railroad, eight miles from Guantanamo where a garrison of 100 American marines is stationed.

## To Increase Garrison

Santiago Cuba, June 7.—The United States gunboat Paducah last night landed 50 marines under Lieutenant Philip Torrey at the Ely Cuero mines and 60 marines under Captain Gulló at Punta Do Sal. These garrisons will be increased as soon as possible, as they are considered insufficient at present to protect the properties there.

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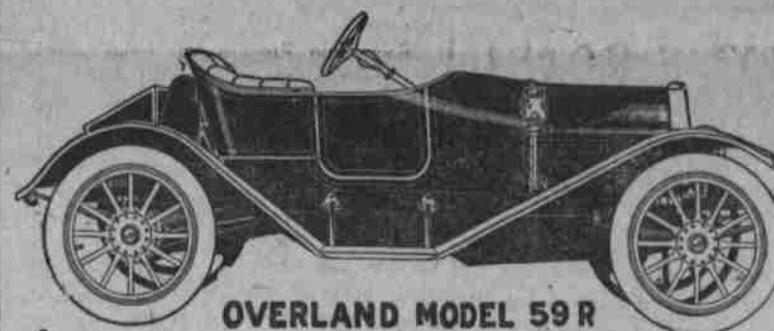
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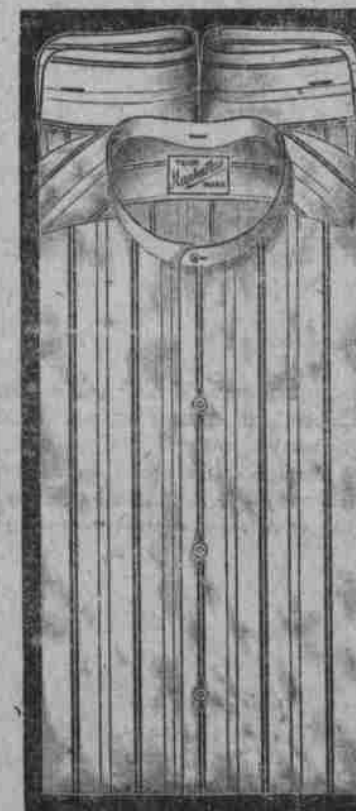
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